

THE SWITCHMAN ARRESTED.

HELD FOR CAUSING THE WEST SHORE RAILROAD WRECK.

THE CORONER'S JURY SAYS THE ACCIDENT WAS DUE TO A SWITCH LEFT OPEN BY THE CARELESSNESS OR NEGLECT OF DONAHUE.

—THE WOUNDED IMPROVING.

was Brown, Jim. It was all right." Witness told Donahue that the switch was new, and everything was all right, so he could not see how it happened. In reply to a question by the District-Attorney the witness admitted that he did not know how the accident had happened if the switch and the engine jumped the track, and in such a case the train would have jumped also, but there was no mark on either track or tie to indicate that it jumped. The switch itself was one of the best he had ever put in. After the wreck he examined the switch and found a battered mark on the west side of the point of the switch. This might have been caused by a train coming in violent contact with it.

The bodies we have viewed, Eliza Klemm, Pauline Wright, Rose Kelly, Adelaide Emerson, Fanny Bonas, Julia Mirel and Charles F. Sitars, are those of people who came to their death by an accident in the freight yard of the West Shore Railroad in this city on July 12. The cause of the accident was an open switch, this open switch, the coroner's report of Michael Donahue, who had charge of the switch, and the coroner's verdict, which was that the switch was left open by the carelessness or neglect of Donahue.

Michael Tobin was an important witness. He testified that when the express train approached the switch he was standing at a point about 700 or 800 feet south of the switch. The train passed him, and he expected to see it enter the tunnel, but it passed over to the right of his sight, and he realized that something was wrong. He started on a run up the track, and when he saw that the train had passed into the yard he reduced his speed at the switch in order to look at it more carefully than he could if he were running rapidly. The question was asked: "And what did you see?" He replied: "I saw the switch open. It was open. I then ran to the yard and not into the tunnel. He did not see Donahue at the scene of the wreck. He noticed that the switch had been newly put in.

James Dyer, foreman of the section gang that put in the new switch, testified concerning the details of the work. Work had been delayed during the early morning, but at 10:30 the switch was entirely completed and ready for use. He spoke of the difficulty experienced with the switch when the 10:35 train came along, telling that at 10:35 the switch was not open, and that the train was stopped. The switch and signal were taken apart by separate teams. The witness admitted that it was possible when this bolt is not in place to set the signal at safety when his switch itself is not right. He was in his shanty about thirty feet away from the scene of the disaster. After the crash he spent three or four minutes looking at the wreck. Then he went to the switch and asked Donahue, who was there, how it happened. Donahue told him he did not know, but said, "The switch

with a man named Charles Stark and reached Scarborough station at 12:45 a. m. Wednesday. The witness was the last seen or heard of until his body was found. The railroad at Scarborough station runs close to the river, so that the station is only a few feet off the river, and the car was blown into the river from the dock into the river, and this may have been the cause of the accident.

A CHILD KILLED BY A ROLLEY CAR.

IT WAS DRAWN UNDER THE WHEELS AND CRUSHED IN SIGHT OF ITS PARENTS.

Harry L. Middleton, a four-year-old child, was run over and killed by an electric car of the Nepperhan Avenue Line in Malton, Yorkers, yesterday. The accident happened directly in front of the child's home and in sight of its parents. The car was on a down grade and the child ran in front of it without seeing it. A motorcar, out of duty, was standing on the front platform, jumped off and struck and killed the child, but it was drawn beneath the car and crushed and the child was not seen until it was carried to the hospital, where the coroner's jury was arrested and held to await the action of the coroner's jury.

COLONEL DOWD YIELDED THE POINT.

A DISPUTE WITH PAYMASTER JUDSON ABOUT PAYING OFF THE 12TH REGIMENT.

8TH AND 74TH REGTS. BEAT THE STATE CAMP.

Peekskill, N. Y., July 13.—There was trouble in the State camp today, and the result was a defeat for the 12th Regiment. Colonel Dowd, of the regiment, and Paymaster Judson, of headquarters, were principal figures in the dispute. Colonel Dowd started the trouble by ordering his men to fall in by companies and take regimental formations, and march to the paymaster's office for their money. This was contrary to the custom of the camp, and Paymaster Judson announced that unless the regiment obeyed his instructions as to the manner of receiving their pay he would not disburse one cent. Colonel Dowd announced that his men would receive their money, as he had formed them or not receive it at all. The colonel and paymaster had a lively tilt and quarrel, without reaching an agreement. Of course, the march of the 12th ended in their defeat. It ended as though the regiment would have to go home without being paid, but at 12:30 o'clock Colonel Dowd, rather than raise his men any inconvenience, gave in, and the paymaster went to work.

The 12th Regiment and the 10th Battalion finished their work this morning, and were ready to be reviewed by the 8th and 74th Regiments. The 8th Regiment arrived at Camp at 2:30 o'clock, with 415 men. The 74th arrived half an hour later, 392 strong. The men of the latter regiment looked very tired and hungry, and they were very glad to get into camp at once. Colonel Dowd, of the 12th, took the camp parade. It was good, considering the formation was by line of masses. Captain Lodge, of the 74th, was officer of the day. Besides the 8th and 74th Regiments, there were also the 10th Battalion, the 12th Regiment, the 10th Battalion, and three men from the First Brigade Signal Corps.

The 8th Regiment, about 400 strong, got off in good shape and on time for the State Camp at Peekskill, yesterday. The men assembled at the armory at Ninety-fourth and Parkways, shortly after 10 o'clock yesterday morning, and at half past one they marched out, led by Colonel George D. Scott. They came down town on the elevated railroad to Forty-second street, and entered the West End Hotel, where they were quartered. The report of operations gathered around a goal was to see the soldiers start. Within a few minutes after they arrived at the station all the men were in the cars of the special train, and shortly before 1 o'clock the train started.

The special train took the 8th Regiment to camp at 10 o'clock, and the 74th Regiment shortly after 10 o'clock with the members of the 12th Regiment on board. Their muskets were red and they looked very tired and hungry. They were very glad to get into camp at once. Colonel Dowd, of the 12th, took the camp parade. It was good, considering the formation was by line of masses. Captain Lodge, of the 74th, was officer of the day. Besides the 8th and 74th Regiments, there were also the 10th Battalion, the 12th Regiment, the 10th Battalion, and three men from the First Brigade Signal Corps.

A NEW-YORK MAN INJURED AT LONG BRANCH.

Long Branch, N. J., July 12.—A. Block, of New York City, a guest at the West End Hotel, was thrown from his carriage by his horse running away while out on a ride this afternoon. His injuries, it is feared, will result fatally.

HIS RELATIVES THINK HE WAS MURDERED.

The body found in Upper Nyack yesterday has been identified as that of Edward J. Price, of Scarborough, Westchester County, a dairyman on J. Walter Webb's big farm. How he met death is a mystery. His relatives still believe that he was murdered.

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